

# Friends of PRESIDENT

***“Steaming Up” – Issue 16  
April 2007***



***“It’s Back!”***

***Just add water, coal and cook for four hours***

*Website [www.nb-president.org.uk](http://www.nb-president.org.uk)*



# *From the Editor*

Its' been a while – four years to be precise. The last issue of Steaming up I did was February 2003, just before our twins were born. Looking back that was quite an issue as well as it celebrated “President’s return to steam after the major restoration. This time we have the

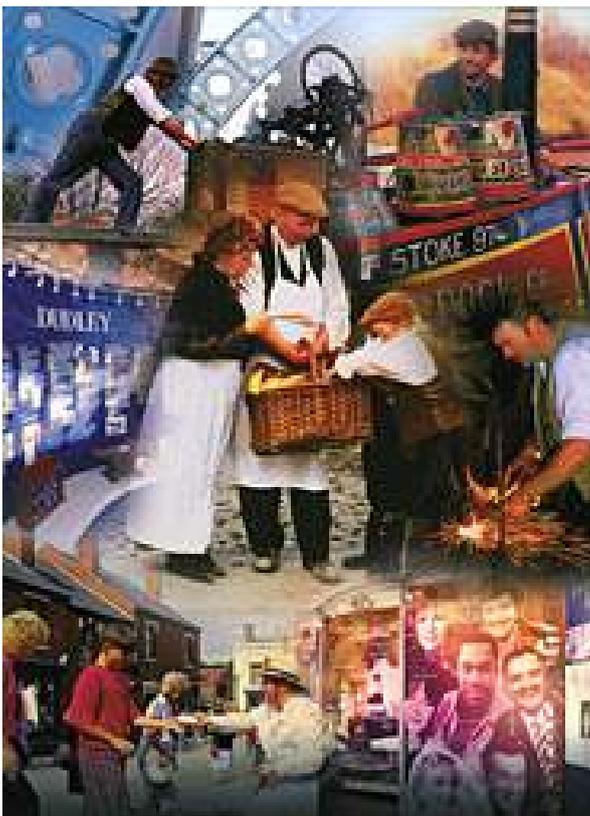
boiler back, following its tube problems.

Life in “FOP” is certainly interesting at the moment – we have a great season to look forward to and an absolute “shed-load” of work to do before that. As always work seems to fall on the few – the committee really do need your help at the moment to help getting the boats back out onto the cut and to crew it when it is ready.

Within this issue are details of fourth coming working parties as well as the crewing list. Please come along and get involved. Remember that as with most activities – ***THE MORE YOU PUT IN THE MORE YOU GET OUT!***

*Simon Nuttall*

## ***AGM – 21<sup>st</sup> April 2007***



This years AGM will take place on Saturday 21<sup>st</sup> April 2007 at the Black Country Museum. The day begins with the AGM itself at 12:00, followed by a buffet lunch – courtesy of the Black Country Living Museum.

At 14:00 there is a choice of activities between a splicing lesson/refresher or a guided tour of the Museum.

If you haven't had a full tour of the Museum then it is to be recommended. If you are coming to the AGM then please let Nick Haynes know.

## ***Salter's Lode***



One of the most interesting parts of our East Anglian tour will be Salter's Lode lock. We will be locking up from Well Creek on the Middle level Navigation to the Great Ouse. The lock has a maximum rise of 8 feet. The problem for us is that the lock is 85 ft by 12ft so we can't breast up and there is no place at the top for "President" to wait for "Kildare", to complicate matters the Great Ouse is tidal at

that point and shallow at low tide!

The solution is to wait for a low rising tide when it is possible to open both gates at the same time and head off up stream. This relies on the correct amount of water out in the river, which silts up very easily especially when there is big tide. The Environment Agency has assured us that they will ensure it is dredged to the right depth for us. The planned passage date will be when the tide is right and is scheduled for either the 11<sup>th</sup> or 12<sup>th</sup> of July. It is though to some extent dependent upon the wind direction as well.

## ***Working Parties***

Due to the volume of work to be undertaken we are planning to hold work parties every Saturday until early June. Nick Haynes is co-ordinating them. Please let Nick know when you are able to attend.

We have already achieved a lot, to prepare the boats for the boiler, including a lot of painting, but still lots to do before the boats leave for the summer's journey

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## ***Are you a “crew virgin”?***



If you have never volunteered to crew on the boats then why not give it a go this year? We do recognise that it is quite a big step for the uninitiated and so we are organising a familiarisation day on the weekend of 2<sup>nd</sup>/3<sup>rd</sup> June, this is the ideal opportunity to find out a little about what crewing involves and will include a short trips out under steam.

You don't need to have any specific skills to come along, or even have boated before, we will give full training to you both on the initial

day and more fully on your first trip. We aim to provide a mix of crew between experienced and trainees on all trips. Equally if you are not interested in spending anytime in the engine room then there is no need to go down. But if it is the steam side that you are interested in then on each trip the Captain and Driver will try to make sure that all who want to are able to spend some time in the “hole”. One thing we do insist on is that all drivers must be able to crew the boats from topside as it is vital that drivers understand what is going on outside and how the boats react.

We are producing a crewing manual this year for all volunteers and also operate a crew grading system so that volunteers can judge their progress, whether your dream is to Captain the boats or be appointed a driver (engineman/fireman)

If you would like to talk to one of the committee members about what crewing entails and how much fun it is then a number of nominated members of the committee are available to talk to you – David Powell (01799) 523855 and Simon Nuttall (01249 720978)



If you want to come along on the familiarisation day then please speak to David Powell

## ***News from the 'hole***

Last July on leaving the museum one of the 72 fire- tubes split, allowing a small amount steam and water to escape from the boiler. President did an about turn to the museum and the boiler was shut down. A boiler company was contacted and contract arranged to replace all the 72, 2" diameter tubes. We had after all had 15 years service from the tubes, which is a testament to the boiler treatment we have used and the care take with the boiler,

This work plus an examination of all the welds and a hydraulic test was completed last month and the boiler has been returned and is now sitting in the hold awaiting positioning.



Once the boiler is located correctly all the bulk heads can be replaced and the work on connecting up all the pipe work can start.

One very annoying aspect of a steam engine which exhausts to atmosphere is the amount of water and oil mixed with soot that leaves the funnel, which then covers the boat, the crew and any

unwatchful bystander. A slightly less problem is the noise, very nice when ticking over, but by the end of a long very hot day can really get on ones wick. So we have, after consultation with other steam experts designed an expansion box which will sit at the side of the engine. It is 42" high and 15" dia. insulated and clad in wood and brass to match the engine cylinder (*I have seen a picture – which we couldn't locate for this issue of steaming up – and it looks great and will really add something to the engine room – Ed*). Steam leaves the engine directly into the box where it spins round dropping all the water and oil to the bottom where it drains out through a valve. The steam then leaves the top and goes up the funnel or to the condenser. The plan is that the engine will run quieter and cleaner – we hope.

A further modification is fit a hand pump to clear the oil and condensate from the engine sump into a container in the hold. All of which means plenty of work for Bob Crompton and myself piping up the new items.

So please come and crew and see for yourself the improvements we have made.

Dave Stott

# Crewing 2007

So here it is, if you haven't volunteered yet then find a vacancy and let Richard know you are available

## **Crick Boat Show, 25<sup>th</sup> (setup), 26<sup>th</sup> to 28<sup>th</sup> May**

John Byham	
Celia Byham	
Richard Thomas	
Neil Ratcliffe	25/6
Gert van Kerkoerle	28/6
Sue van Kerkoerle	28/6

## **To Braunston, 18<sup>th</sup> to 22<sup>nd</sup> June**

Captain	VACANT
Driver	David Stott
Crew	VACANT
	VACANT
	VACANT
	VACANT

## **Braunston Boat Show, 23<sup>rd</sup> to 24<sup>th</sup> June**

Captain	David Powell	23/6
Captain	VACANT	24/6
Driver	VACANT	
Asst Driver	Andy Holbrook	
Crew	Corinne Henman	
	Nigel Wood	
	Louise Wood	
	Chris Smyth	

## **To Wansford, River Nene, 25<sup>th</sup> to 29<sup>th</sup> June**

Captain	Nick Haynes
Driver	VACANT
Crew	Tony Tibbins
	Richard Burke
	Corinne Henman
	Nigel Wood
	Louise Wood

## **In steam at Wansford, 30<sup>th</sup> June to 1st July (static) and to March, Fox Marina, 2<sup>nd</sup> to 3<sup>rd</sup> July**

Captain	Nick Haynes
Driver	David Powell
Crew	Tony Tibbins
	David Moore
	Josh Powell

## **To Prickwillow Museum, 11<sup>th</sup> July (Salter's Lode 12<sup>th</sup> July) arrival 13<sup>th</sup> July, static in steam 14<sup>th</sup> July, to Ely 15<sup>th</sup> July.**

Captain	David Powell
Driver	David Stott
Crew	Bob Crompton
	Richard Prince
	VACANT
	VACANT

## **In steam at Ely 21<sup>st</sup> to 22<sup>nd</sup> July (static) and to Cambridge, 23<sup>rd</sup> July**

Captain	David Powell	
Driver	David Stott	
Asst. Driver	Andy Holbrook	21-22/7
Crew	Josh Powell	21-22/7
	David Moore	
	Richard Prince	
	VACANT	
Sales Caravan	VACANT	21-22/7
	VACANT	21-22/7

**In steam at Cambridge, 28<sup>th</sup> to 29<sup>th</sup> July (static) and to Hartford Marina, 30<sup>th</sup> to 31<sup>st</sup> July**

Captain	David Powell	
Driver	Simon Nuttall	
Crew	Gert van Kerkoele	
	Sue van Kerkoele	30-31/7
	Mike Young	30-31/7
	Josh Powell	28-29/7
	VACANT	30-31/7
Sales Caravan	Sue van Kerkoele	28-29/7
	VACANT	28-29/7

**To Bedford, in steam (static) at Bedford and return to Hartford Marina, 9<sup>th</sup> to 13<sup>th</sup> August**

Captain	Nigel Wood	9-10/8
Driver	VACANT	
Crew	Louise Wood	9-10/8
	VACANT	
	VACANT	
	VACANT	

**To Huntingdon, in steam at Huntingdon and return to Hartford Marina, 18<sup>th</sup> to 19<sup>th</sup> August**

Captain	VACANT	
Driver	Andy Holbrook	
Crew	VACANT	
	VACANT	
	VACANT	

**To St Ives and at IWA National Festival (static), 23<sup>rd</sup> to 27<sup>th</sup> August**

Captain	VACANT	
Driver	David Powell	
Crew	Gert Van Kerkoerle	
	Sue Van Kerkoerle	23/8
	Josh Powell	
	Richard Prince	23-25/8
	VACANT	26-27/8
Sales Caravan	Sue Van Kerkoerle	24-27/8
	VACANT	

**To BCLM, 28<sup>th</sup> August (subject to passage of Salter's Lode); St Ives to Peterborough**

Captain	VACANT	
Driver	VACANT	
Crew	Chris Smyth	
	VACANT	
	VACANT	
	VACANT	

**Crew change at Peterborough, evening of 1<sup>st</sup> September; Peterborough to Braunston**

Captain	VACANT	
Driver	David Stott	
Crew	Richard Burke	
	Richard Prince	3-7/9
	VACANT	
	VACANT	

**Crew change at Braunston, evening of 7<sup>th</sup> September; Braunston to BCLM arriving 13<sup>th</sup> September**

Captain	VACANT	
Driver	VACANT	
Crew	VACANT	
	VACANT	
	VACANT	
	VACANT	

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\*David Powell's mobile number off the boat is 07831 220528

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